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of special tariffs to general reductions and the significance of geographical location are inadequately treated.

In a brief chapter on the relations between rail and waterways the author makes the point, now generally maintained on the Continent, that there is no natural distinction between the classes of freight which go to the two agencies; and states that canals cannot compete with railways.

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La Politique Allemande et la Navigation Intérieure. By LOUIS MARLIO. Second edition revised and enlarged. (Paris: Larose et Tenin, 1908. Pp. viii, 229. 4.50 fr.)

In this monograph-pamphlet Mr. Marlio gives us a very interesting account of the recent development of Prussian policy regarding inland waterways. The *raison d'être* of the book, however, is the existence of disputes over the same question in France, and the whole monograph amounts to a tract against the no-toll, private-initiative system in force in that country.

While classing himself as a friend to the waterway, the author seems to favor special freight railways (p. 191).

Much space is very properly given to the clash of interests and arguments in Germany. Favoring the construction of waterways have been a very favorable topography, the existence of several navigable rivers flowing in parallel courses, and a good economic location between industrial and mining centers and great ports. Nevertheless, the agrarians have been bitterly opposed to waterways. Their construction would bring on an "invasion of foreign grain," as foreign exporters would take advantage of low water rates. Moreover the agrarians urged that this would be inconsistent with Germany's tariff policy, being virtually a gap in the protective wall. Then there were financial objections: it would be unjust to tax all the people in the interest of foreigners and a few interests; it would be imprudent to incur expense for so doubtful an advantage. The disturbance of the existing "economic equilibrium;" and technical difficulties, such as inadequate water supply, and interference with mine galleries, were other grounds for opposition.

Of course the effect of the proposed improvements upon railways played an important part in the discussion and was a most important factor in determining Prussia's policy. At least three arguments were influential: (1) the state's work in building up railways would be compromised, (2) the operation of the railways yields a revenue which would be endangered by water competition, and (3) the desire to control transportation and rates would be defeated by introducing a device beyond control. As a result, largely, of such considerations when the act authorizing the new waterways was finally passed in 1905, it provided for a virtual government monopoly and for the charging of tolls.

Against the toll policy it was argued that it would be a drain on the national production, that it would give the railways the victory, that it was a scheme, in fact, to throw the waterways into the hands of the state. And Marlio vigorously criticises the analogy drawn between highways and waterways by the free-from-toll advocates: highways are far more general in their extent, being less limited by topography and water supply, and are veritable necessities; nor are canals so open to all, in practice, as highways.

Germany provides for boats of 400 and 600 tons capacity. Tolls vary on different routes and are divided into three classes. In case tolls do not cover annual charges, the localities interested are to make up the balance, and they also pay one-third of the interest and amortization charges.

Aside from some evidence of bias, the book is an admirable sketch of the situation in Germany and France. Mr. Marlio leaves us in some doubt, however, in view of differing institutions, as to just how far he would have France follow Germany along the lines of government monopoly; he hardly satisfies us in his brief mention of the effects of freedom from tolls in increasing traffic (p. 202); and he unduly minimizes the importance of breaks in the waterway due to differences in capacity (p. 184). On the latter point there is a suggestion of self-contradiction (p. 57).

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